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# TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI • NUMBER 5 • MAY / JUNE 1998





# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

***Congratulations to our Club. We now have 566 paying members, the highest in our 18 year history! And I hope to see many of you at the Buick National Meet in Danvers, MA. in July.***

The **Torque Tube** has recently won a Golden Quill award as one of the best National Club Publications in black and white. The award is presented by Old Cars Weekly magazine. This is our second Golden Quill award.

with silver stripes. Mike's spare tire's rim still has its original Bugatti Red color. It definitely is not fire engine red which Buick called Dante Red.

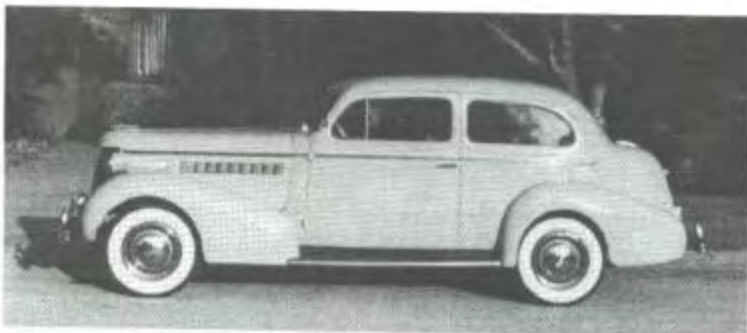
The '37-48 two door sedan belongs to **Wayne Chan (#140)**. Wayne remembers when his father, a Stanford Professor, owned a Corot Beige 1937 Special that he purchased new from Simpson Motors in Palo Alto, CA.

Corot Beige is a '38 color, but that was the



These two Corot Beige Special sedans were photographed at Friendship Day, in Los Altos Hills, CA, last year. The 38-41 on the left belongs to **Mike and Joan Dillard (#1011)**. Mike's car has been repainted, but has always been Corot Beige. Corot Beige has only one correct wheel color, Bugatti Red (brick red)

color of his father's car. Wayne has black and white photos of the car which show up as a light color. Perhaps it was built shortly before '38 production started or maybe it was a special order paint job?



**Christine Osborne (#1273)** purchased this 1938 Limited in Connecticut a couple of years



## TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





ago. It has a sealed beam headlight conversion and accessory "sharktooth" grille guard (below).

**David Kissileff**, in PA, (#1234) writes: "Thanks to the *Torque Tube* I located two plain fenders for my '37 Century. And what is truly amazing is that the seller was only 25 miles away. A phone call and a short drive was all it took!"

David also wrote: "I have a puzzling question. I don't mean to spoil things. But I was wondering, what about '36 Buicks. Wasn't the '36 the first Century or muscle car capable of 100 mph? Wasn't it the first year of the all steel body. GM called it the "turret-top"? The grille is gorgeous. Some parts interchange with '37, yet everyone seems to prefer '37 and '38's. My own feelings is the '38 is more functional and modern. Yet I think the '36 is being totally neglected.

There is the '55, '56 and '57 T-Bird and Chevy Clubs. So why is the '36 forgotten? Are they just rare or was there some flaw in construction?"

ED: Good questions. George Dammann in his book "*Seventy Years of Buick*" wrote: "Buick styling hit a high point in 1937, and in 1938 it hit

its highest point. The 1938 Buicks today are the undisputed kings of the Buick line among antique car buffs. In a word, these cars were absolutely beautiful." When **Dave Lewis** (#237) founded the '37/'38 Club in 1980, presumably he felt the same way. But this does not mean they have some in-



herent flaw or we don't like '36's (or '39's for that matter). You will sometimes see photos of '36 Buicks in the *Torque Tube*. And I will also show some '39 Buicks.

But this Club is specific just like the Silver Anniversary Buick Club (1929), the Compact Buick Club (1961-1963), and

the 1953-1954 Skylark Club as well as the Riviera Owners Association. So unless I hear differently, the focus of the *Torque Tube* will continue be on 1937 and 1938 Buicks.

One of our members, **Marshall England** (#1263) in Richmond, VA., is restoring a 1936 Century Convertible Coupe. He needed a grille and found an excellent one in Canada on a tip from **Joe Ambrose** (#985). Thanks Joe.

This next photo shows a '36 Century Convertible Coupe like the one Marshall is restor-

## ≡TORQUE TUBE≡

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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ing. It was photographed during our trip to Australia in February.

That's member **Mick Whiting** (#381) on the left and the car's owner on the right. The round item above the radiator is a temporary gas tank.

I've often been told, by drivers behind me, who complained that it was difficult to see my tail and brake lights. I have now changed to quartz taillights (22 watts) than the original #1154 bulbs. Bob's Automobilia has them (L-1154Q). They are not recommended for use with plastic lens. They work fine with my existing wiring. They are \$17.00 each.

**Lauren Mateley** (#46) in Kent, WA. has had 37/38 sidemount cover **BUICK** emblems and convertible top latches reproduced for resale. Now he has added a stainless steel 37/38 Buick 40 and 60 series phaeton's rear door "flipper" assembly. Six sets are in production and expected to arrive by June 1st. Selling price is expected to be \$352.00 per set.

Also, Lauren has a correct '37 convertible coupe rear window frame for study and reproduction feasibility. If he can reproduce this item to sell below

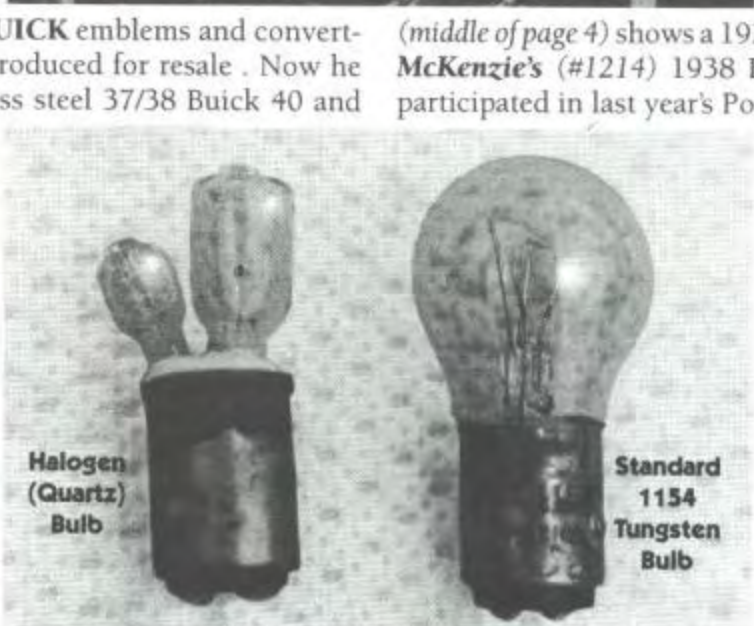
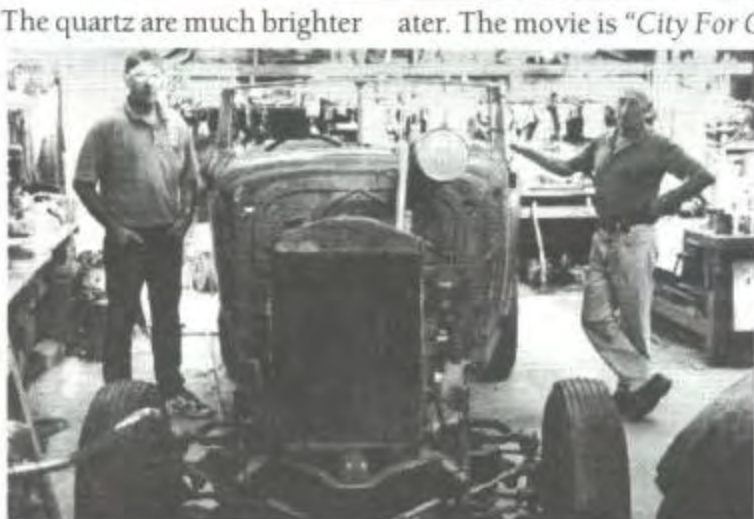
\$475.00 a set, he will have six made. Two are already spoken for. Lauren's goal is to have high quality, exactly duplicated special parts made in

small numbers for Buick (and Ford V8) enthusiasts.

**Anthony Wright** (#1192) in New York sent this 1940 photo (top of page 4) showing a man sleeping on a bench, a 1937 Limited or Roadmaster in the background and the Strand Theater. The movie is "City For Conquest" with James Cagney, Ann Sheridan, Anthony Quinn and Arthur Kennedy. Cagney makes this a must see as a boxer devoted to his young brother (Kennedy). Beautiful production overshadows film's pretentious faults.

The next photo (middle of page 4) shows a 1922 Cadillac and **Greg McKenzie's** (#1214) 1938 Buick Special. They participated in last year's Pomeroy Trophy competition in New Zealand. It tests a car's handling, acceleration, top speed, braking and reliability.

Greg had trouble with the handling test. His rear wheel clipped a marker in a tight turn and all was lost. He finished 16th. But he'll be back to try it



again. Good Luck Greg.



**Dave Paulsin (#704)** writes: "The exhaust flange gasket tip from Joseph Suarez (#1227) in the July/August 1997 Torque Tube was great. He recommended an Exhaust Flange & Heat Riser Gasket by NEA which you can get at Pep Boys. NEA part number EX-14, FEL-PRO 60299." (bottom photo)

Dave says "Thank You Very Much." This is what our Club is all about, sharing information to help preserve these 1937-1938 rolling works of art.

Here's Dave beside his beautiful 1937 Roadmaster (top of page 5). Last year he drove it to a Graham Paige Meet in Michigan.

Find your next Old Car on the Internet through America's #1 Old Car Marketplace. You can find classic cars like our Buicks or modern autos, pickups, cycles, RV's, boats, planes, trucks etc.

I typed in that I was interested in 37/38 Buicks and up came about a dozen for sale. The URL is: <http://www.traderonline.com>

**Lauren Matley (#47)** is restoring a 1937 Special Convertible Coupe. He found the interior leather in Mexico City. It matches the sample in his 1937 Buick dealer color and upholstery book.

Lauren writes: The original leathers had a definite embossed grain that reminds me of the pebble finish on a football. I bought 5 half hides in a tan that is a little richer and redder than the OEM (factory) sample. But time has likely changed the color on those samples as well.

My first objective was to find textured



style leather, but no one that I could find had that type of heavy textured material. I have a good friend who runs a tannery in Mexico City. He found the only high quality heavy texture leather in their inventory, tan being among the choices. This forces me to do the entire interior in leather to make the upholstery uniform, but the low cost justified the use of leather throughout. I now have the leather and believe the interior will be close to authentic in appearance.

Member **John Koutre (#593)** in Wisconsin took

**Gary Glazier's (#1005)** advice on page 23 of the January/February issue and installed a 1950 Roadmaster fan. He reports how much cooler his car runs now.

In a recent newspaper article, J.D. Power and Associates said the most reliable mid-size cars were the



Buick Regal Coupe, Buick LeSabre and Oldsmobile Cutlass Ciera. The survey covered 54 vehicles from 35 makes and the rankings are based on surveys of more than 28,000 original and second owners of 1993 model year vehicles. Vehicle owners are asked to rate their vehicles in 89 problem categories based on their last 12 months of experience.

Congratulations to Buick!

In May I toured Europe as part of group of 30 people interested in W.W.II history. We saw the



remaining Nazi Party buildings in Munich including Hitler's office building (*Fuhrerbau*) where Chamberlain came to sign the peace accord in 1937 (*Peace in our Time*). It's now the Bavarian State Music School and you often hear piano music as you walk by!

We also visited the stadium in Nuremberg where the Party Day rallies were held, what's left of the homes of the party leaders in the mountains above Berchtesgaden, Mauthausen and Auschwitz Concentration Camps as well as Prague, Dresden and Berlin. It was a tour I'll never forget!

Had a phone call from an 88 year old man in Great Falls, MT who is still driving the 1937 Special 4 Door Sedan Model 41 he and his father bought new. He only drives the car during the summer and takes the bus during winter. It's been his only car for over 60 years!

I sent him a copy of the **Torque Tube** and hopefully he will join our Club.

Ohio Buick dealer Len Immke had a well known collection of pristine Buicks. Some of our members toured his collection, several years ago, before he died.

One of his cars was a sidemounted, dark maroon 1938 Century Convertible Coupe Model

66C with 24,000 original miles. (bottom photo)

It has a tan top and tan leather upholstery. It also has Guide fog lights, the accessory sharktooth grille guard instead of the BUICK 8 medallion, mirrors on the sidemounts and a driver's side spotlight.

Len's son brought this beautiful 1938 Century Convertible Coupe to the January Scottsdale, AZ auction. It was purchased by RVM Classics in Madison, WI and is now for sale for \$55,000.00!



*Harry*



## Cover Cars

This period drawing of a 1937 Buick Convertible Sedan, on our cover, also appeared on the cover of the June, 1937 Buick Magazine. The back cover for this issue shows a beautiful 1937 Roadmaster 80C Convertible Sedan owned by **Dave Paulisin** (#704) in Bloomfield Hills, Michigan.

# 1937 BUICK SURVIVES BECAUSE OF GOODYEAR TIRES!



The undamaged 1937 Buick in this period tire ad had a blow-out. But its Goodyear Lifeguard tires allowed it to halt gradually, thereby avoiding an accident like the one that happened to the car in the background! Thanks to **Andy Diem** (#852) in Washington, D.C. for sharing this ad.



# MADISON, WISCONSIN CIRCA 1939

By Von Hardesty (#964)-Arlington, VA



While on a visit to Madison, WI, I obtained this photo from the State Historical Society. It shows State Street with the Wisconsin State Capitol in the background. The Capitol Building is located on the highest point. It overlooks the city, the University of Wisconsin, and the surrounding lakes.

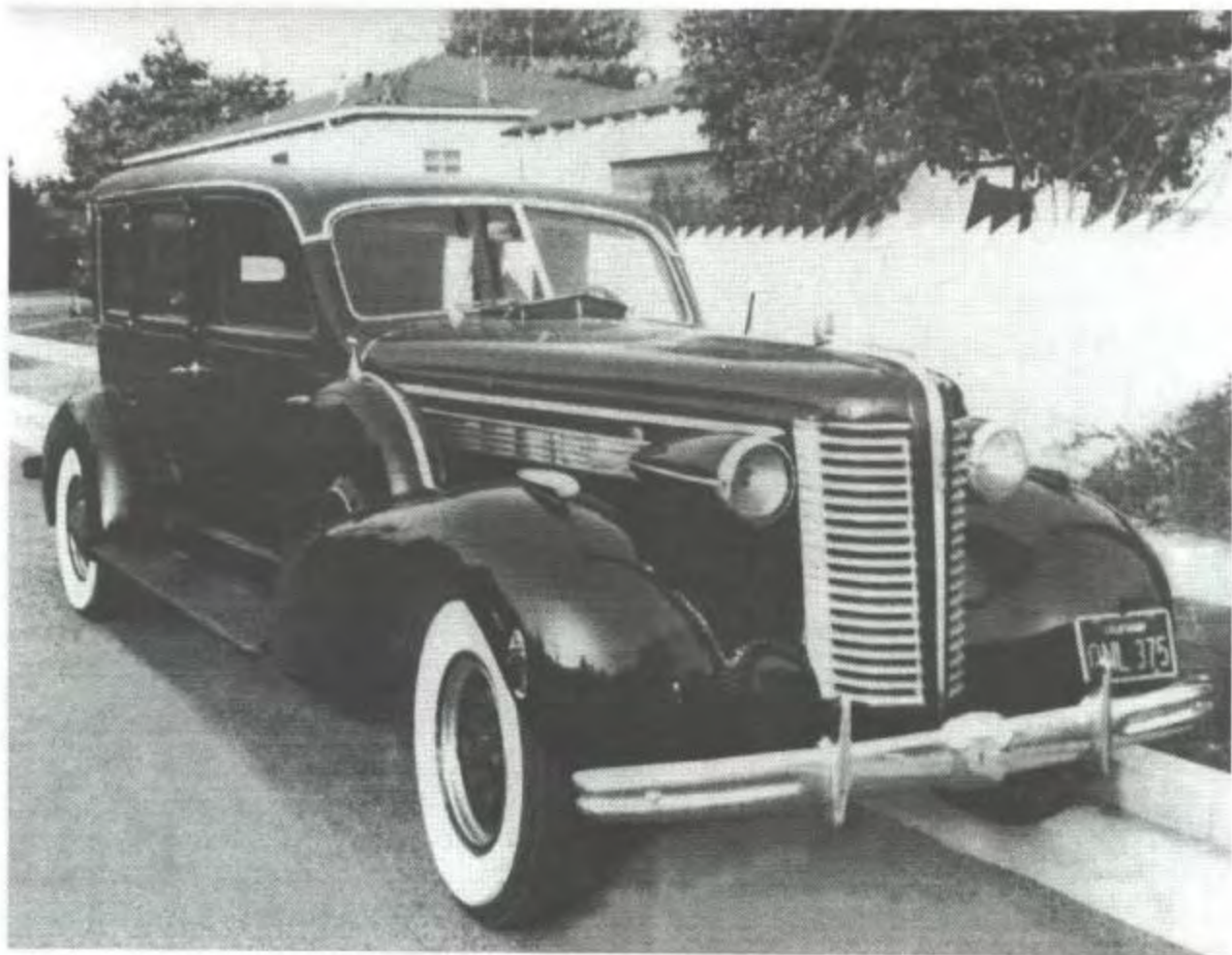
In the foreground is a 1937 Buick. The owner purchased a grille guard. This was probably a prudent step to deal with the Wisconsin winters with all the snow and icy roads.

# 1938

C U S T O M B O D I E D

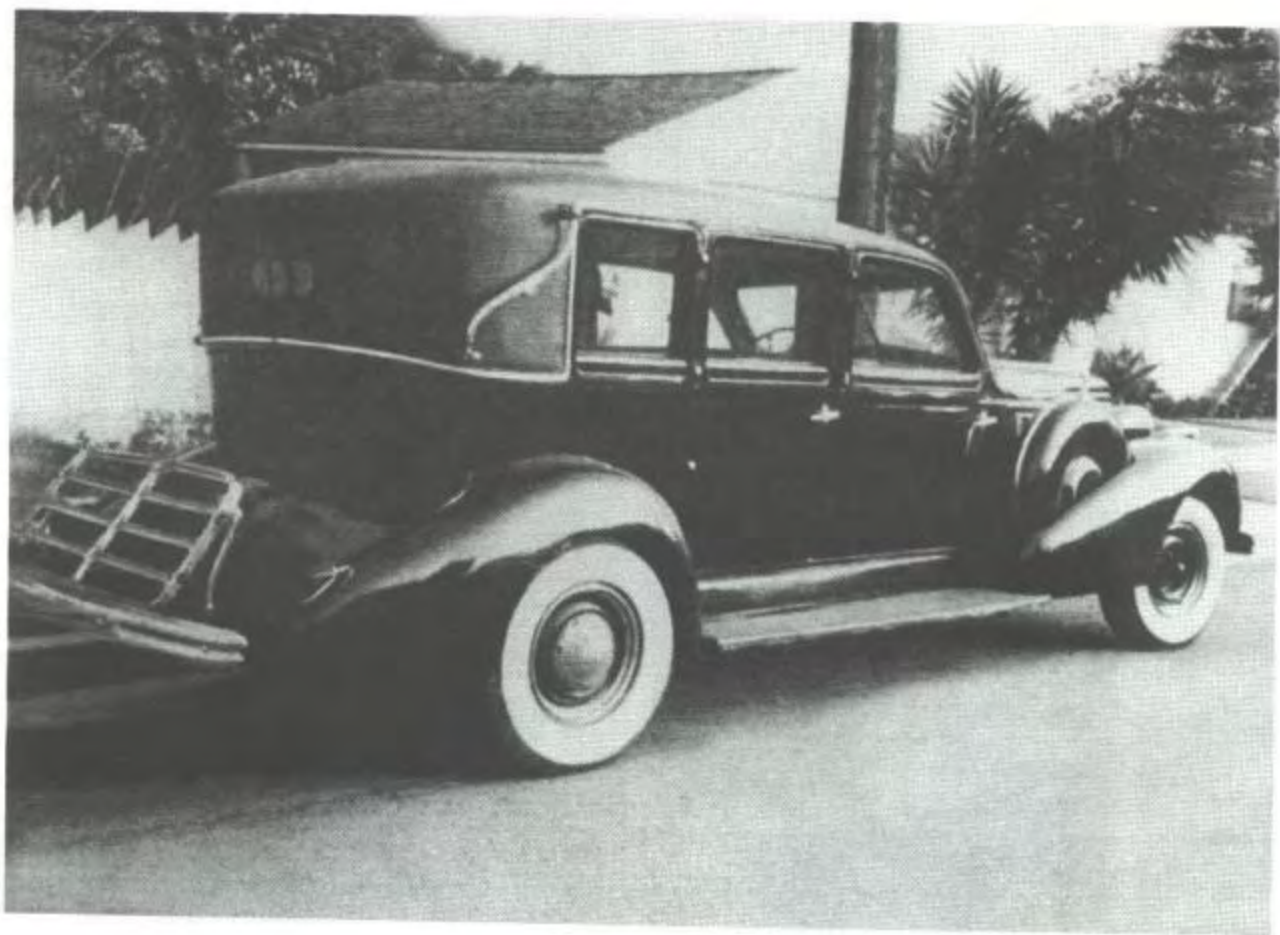
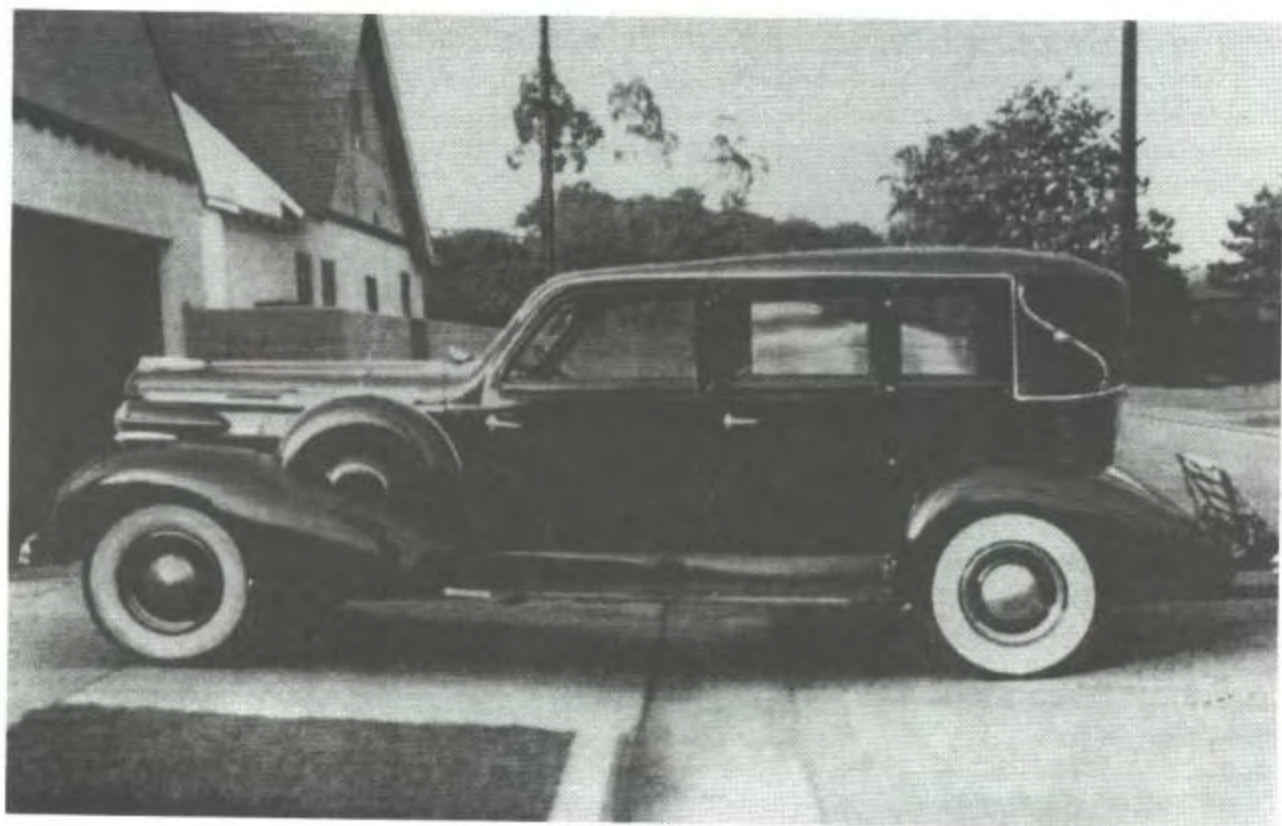
# Limited

By Greg Field (BCA #1) - Los Angeles, CA



This 1938 90 Series Buick with a custom body showed up at my house in Los Angeles looking for parts around 1970. It needed headlight lenses and hub caps. Afterwards I took these photos. Does any member know where this car is today and who the coachbuilder was?





# MY GRANDMOTHER'S *Roadmaster*

By Alexander Slater-Locust Valley, NY

My grandmother bought this sidemounted Roadmaster Convertible Sedan Model 80C in 1938. Buick made 350 80C's for domestic use and 61 for export (one of which Herman Goering acquired). See the last *Torque Tube*.

All 38-80C's were made in Flint, MI. This one carries body number 134. It was painted Corot Beige with Tan Bedford Cord upholstery instead of the more common leather (in open cars). It has New York custom license plates that read: BUICK-38.

My grandmother apparently changed the beige paint for a dark color and added turn signal lights.

A trunk rack similar to ones used on Packards was added in addition to the rear turn signal

lights. Note the upside down rear bumperettes (bumper guards).

A rear seat folding windshield was also added

for use by the back seat passengers when the top was down. Note the removable center post is painted correctly, body color on the two sides with chrome in the center. The turn signal control

is on the steering column with a recast ivory wheel.

The tan top has been replaced, but I believe the French Fold window is original to the car.

The car led a classy life, wintering in Aiken, South Carolina and summering in Southampton, Long Island, NY. I do not know if the mileage is over 100,000 or 200,000.

The car was up on blocks when I received it







from my grandmother around 1960. It remained that way until about 1970. Major restoration work was done from 1981-1983. Since then it's only used in good summer weather and goes 200 miles or so yearly.

Prince Edward of England stopped by to look at the car when he was in New York taping the program "Edward on Edward" for PBS.

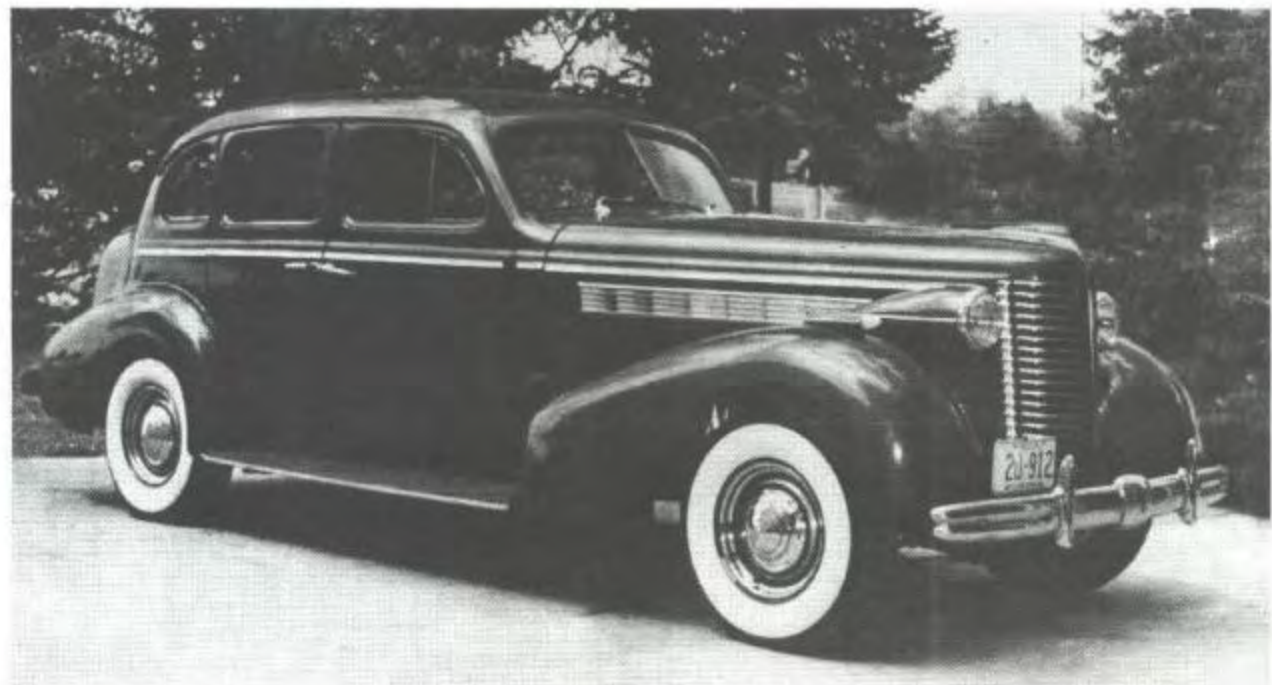
It was a pleasure meet him. And a pleasure to own this beautiful family heirloom!



# MY GRANDMOTHER'S *Roadmaster*

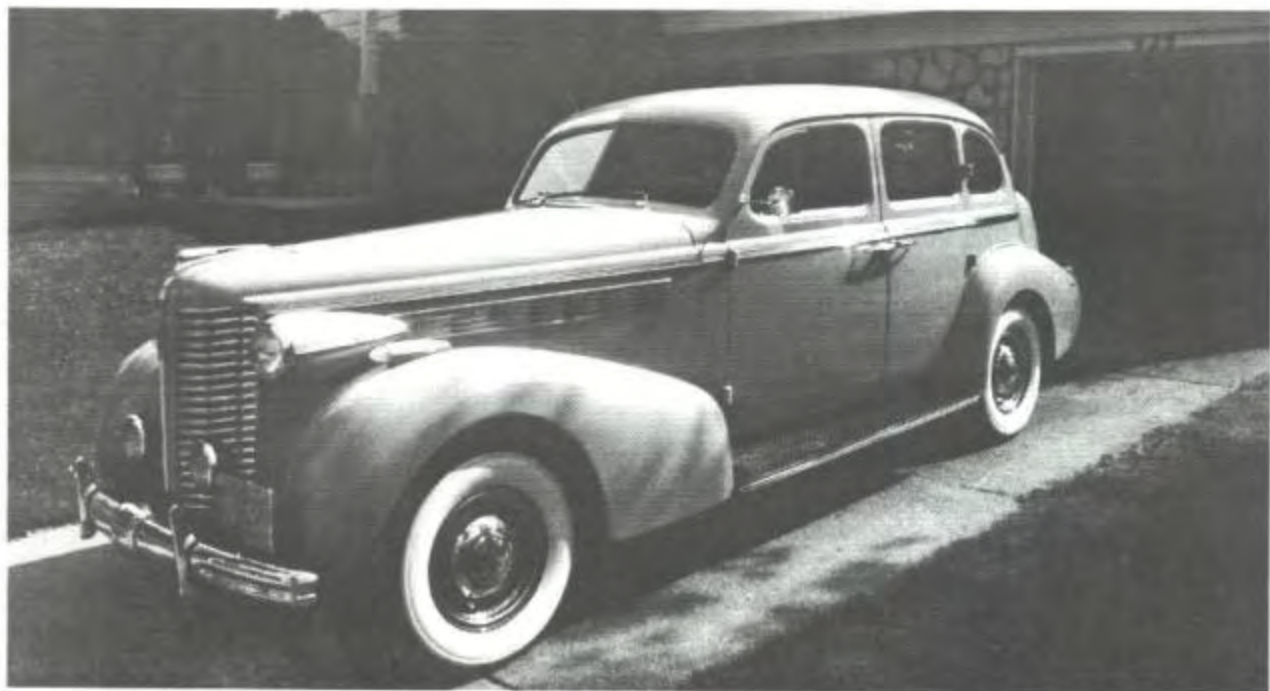
# 1938 *Century Sedans*

(By Harry Logan (#651) Los Altos, CA)



These two photos show **Joe Giordano's** (#333), MO. Model 61 sedan. It's in original condition. The paint is Botticelli Blue (#519) with Grey Bedford Cord upholstery (Trim No. 408).





This Corot Beige beauty belongs to **Al McMichael** (#316) in New Jersey. The wheels are Bugatti (brick) red. Most '38 cars had two choices of wheel colors, the body color as in 1937 or an optional color such as Dante (fire engine) Red. But Corot Beige (Paint No. 522) cars only had Bugatti red wheels. There was no optional wheel color.



This 38-61 still has its original paint and upholstery, mahogany steering wheel, tan rubber trunk mat, green jack, tools etc. It's been in the family of non-member Jeff Lateer of Union City, CA. since new. It spent many years in the Santa Barbara, CA. area. It has 69,000 miles on the odometer. I believe this to be correct as the original diamond patterned upholstery show almost no wear. The driver's side door arm rest, which usually shows lots of wear, is like new. I hope to do a story on this car in a future issue.



# MY '38 BUICKS

Harland Eastwood(#1153)-Ritzville, WA

I bought this maroon 1938 Special Business Coupe Model 46 in June of 1996 and began the restoration. It was in about a #3 condition. What I did not know at that time is that there were many missing parts, a number of the parts were not correct or were not Buick at all.

A little over a year later the coupe is nearly finished. I have to stripe the wheels. I have done all the work myself including the painting and body work. I would now rate the car about a #9. It is a joy to drive.

While trying to locate parts for the coupe, I ran into club member **Dave Tacheny** (#997). Dave was a huge help with the parts that I needed and also with addresses of other suppliers.

About a year ago, Dave bought a 38-41 that had been in storage for many years. The car was all original and virtually 100% complete. Dave was going to sell it. It never crossed my mind that I might buy it. But after several months of telling myself that I did not need another car, the decision was made

to at least go and look. (It should be pointed out that we went to Minneapolis pulling a car trailer. The reader can draw his own conclusions).

My wife and I left Washington for Minnesota and arrived at Dave's 2 days later. The car was even better than Dave had described it. And it didn't take long to buy the car. Within a few hours we were on our way back to the small Eastern Washington town of Ritzville where we live.

The car is in amazingly good condition. The interior is probably the best part. The glass and rubber are perfect. The interior plastic is also perfect with

the exception of a few cracks in the steering wheel.



The wood graining is near perfect, showing only minor wear on the driver's side window sill. The tire pressure decal on the inside of the glove box door is mint. So is the original owner's manual which is still in the original Buick envelope.

The paint is probably the worst part but after a little rubbing and touch-up it is now looks very nice. The brake cylinders were frozen up and had to be gone through. Then I gave the car a good tune-up. The rings were gummed-up and the engine smoked badly at first. But after several cans of additive and a few miles, the problem is nearly gone.

We are now enjoying the car just as it is. Other

than a new paint job this winter and a new set of tires, we have no plans for additional restoration.

I am not a newcomer to old cars or restorations. I bought my first car 35 years ago and I still have it. It is a 1929 Model A Ford. My third car was a 1954 Buick Super 2-door hard top

which I bought in 1962. I should have saved that one but I didn't. I have owned and restored several other Model A's as well.

For the past 25 years I have been in antique clock restoration and repair in Seattle. Four years ago we moved to Ritzville to restore my Great Grandparents retirement home, built in 1916. The house had been vacant for 29 years and was in terrible condition, but is well on the way to completion.

I still like to drive the old Ford, but now that I have discovered '38 Buicks, I really would rather drive a Buick!





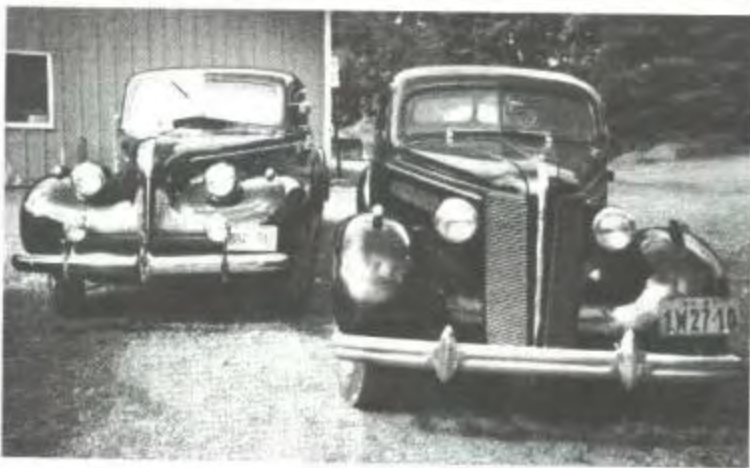
# The Good Ole' Days

By Anthony Wright (#1192)-New York City



That's me (*the tall one*) and friends in front of a '37 Century Sedan Model 61 at the Brooklyn, NY Antique Auto Association Meet last September. I also own a 37-61, but it's in the shop. Hopefully it will be done soon.

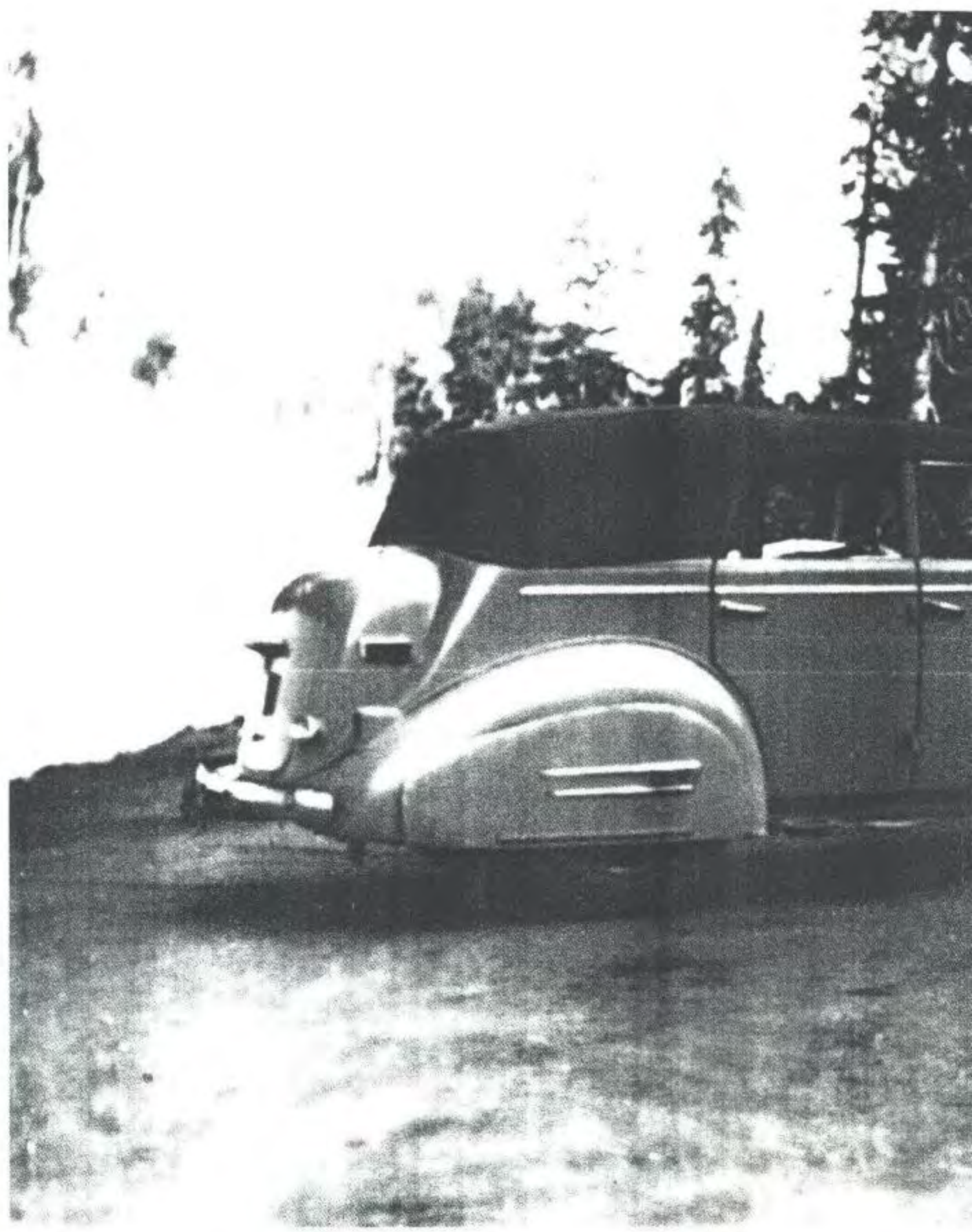
I sent our Editor two CD's featuring the 1937-1938 music of Cab Calloway and Louie Armstrong, shown in the January/February issue. I am a piano player and a fanatic lover of 1930's big bands and feel that the '37/'38 Buicks are perfect mechanical and aesthetic extensions of that sound.



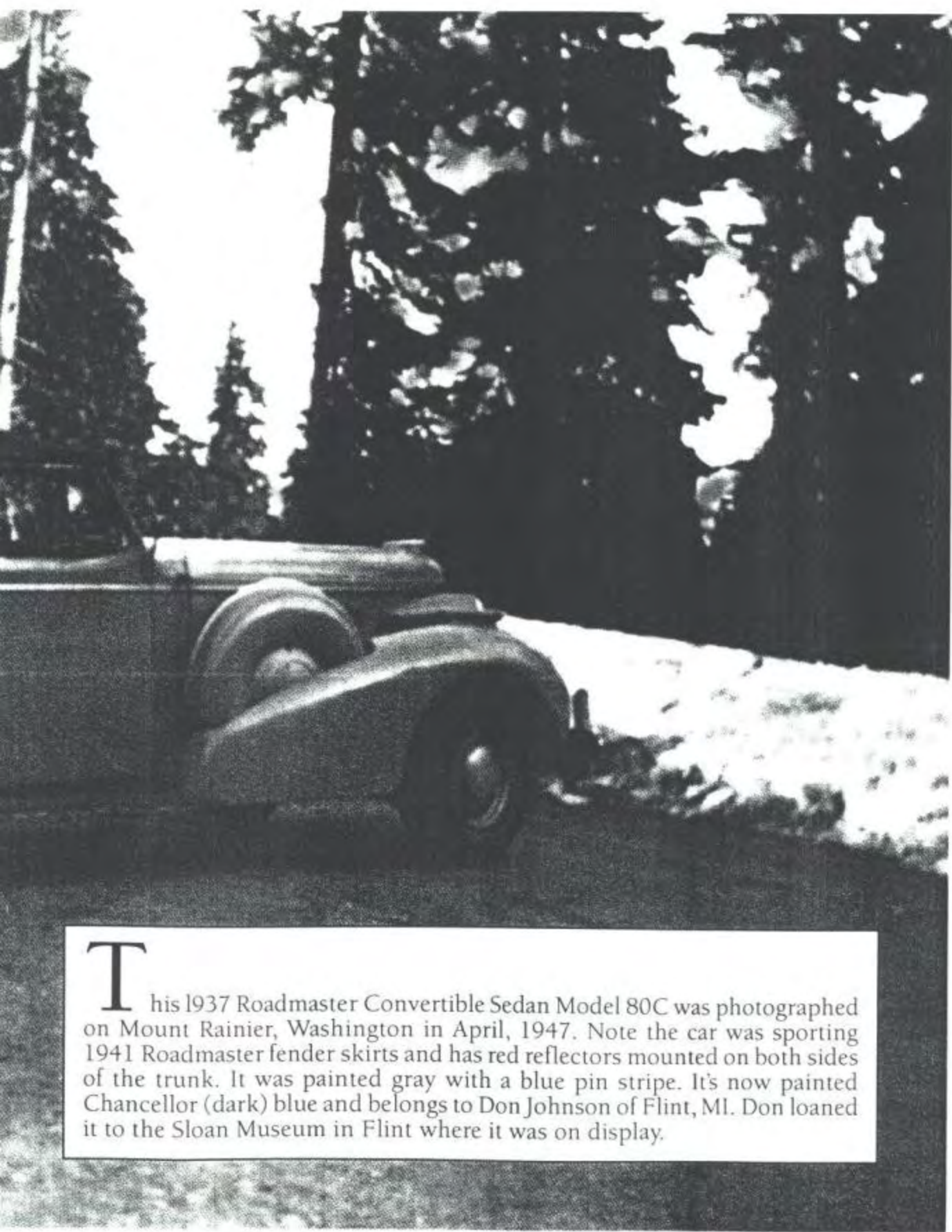
This is my '37 Century Sedan. Last June, I thought my car would be out of the shop and ready for the road. NO such luck. After having the starter, fuel pump and carburetor rebuilt, all new shocks, king pins, brake work (*don't ask me how much all that cost!*); what pops up but piston problems.

So I thought, the hell with it, just rebuild the engine. It's now being re-assembled and ready for driving this summer.

The '39 coupe on the left is mine also. It's a good driver. It's parked next to a '37 Special Business Coupe Model 46.







**T**his 1937 Roadmaster Convertible Sedan Model 80C was photographed on Mount Rainier, Washington in April, 1947. Note the car was sporting 1941 Roadmaster fender skirts and has red reflectors mounted on both sides of the trunk. It was painted gray with a blue pin stripe. It's now painted Chancellor (dark) blue and belongs to Don Johnson of Flint, MI. Don loaned it to the Sloan Museum in Flint where it was on display.



By Lauren Matley (#46)-Kent, WA.

### **1937-1938 Convertible Coupe Rear Window Frame**

The '37-'38 46C and 66C rear window frame is looking like it won't fly. The tool and die maker returned Jerry Barton's window frame to me, saying the sample is not in good enough condition to use as a pattern. And the quantity would likely be 75 each of inner and outer frames to get the price down to \$300.00 a set.

I doubt there is a need for more than a dozen of these frames at best, however, if enough people place a deposited order for a minimum run, then it is feasible. *(providing an excellent example is loaned to me for a pattern).*

### **1937-1938 Convertible Sedan Rear Window Parts**

I just received the prototypes for right and left rear door glass follower arm, springs, and hinge base, all in beautiful polished stainless steel, that make-up the entire assembly for '37/'38 convertible sedans (40C & 60C). Prices for the entire assembly will be \$225.00 per side (left and right). We are also ordering additional arms only and wound return springs only, to be sold as repair parts for those needing only parts. Price is not available for these parts yet, but expect them by August 1st.

Meanwhile I ordered six pair (right & left) of complete rear window hinge with base assemblies made including the vulnerable window guide channel (sometimes called "flippers"). Three sets are now spoken for.

### **Interior Colors**

I will start formulating and producing interior colors in spray can for all cars from the early thirties through 1965.

## **1937-1938 REPRODUCTION PARTS UNDERWAY OR PENDING**

### **1937 Hood Side Panel Name Plates**

The next project is for the right and left name plate mounted on the hood side louvers of 1937 Buicks. I have a right and left sample of the SPECIAL plate ready to be sent to the tool maker for quotation. If the price is good, I'll look into the CENTURY and ROADMASTER name plates as well. Like the stainless BUICK sidemount plates I had reproduced, a two piece engraved and hardened die must be handmade for these projects, thus large orders are required to make the thing fly financially. On this project, we are asking for brass plates per original. But I need to know how these were finished from the factory. My guess is that a low luster plating (cadmium?) was used, and the letter were "Butler" finished or given a lengthwise brush finish (*members, do you have any ideas on this?*). Any help would be appreciated as these parts will need the correct finish after I receive them in brass, if in fact they can be reproduced in a small enough quantity and the demand is there. We will see.

### **1937-1938 Convertible Top Latches and Header Hooks**

I have ordered these five times now in quantities of six sets. These are beautifully made in stainless steel. I would have guessed sales would have been maybe 12 sets maximum, although they do fit many small series late 1930's GM cars. So I keep looking for things to reproduce in the EXACT style, fit, finish and form as the original. I have been burned too many time on "almost the same" as original.

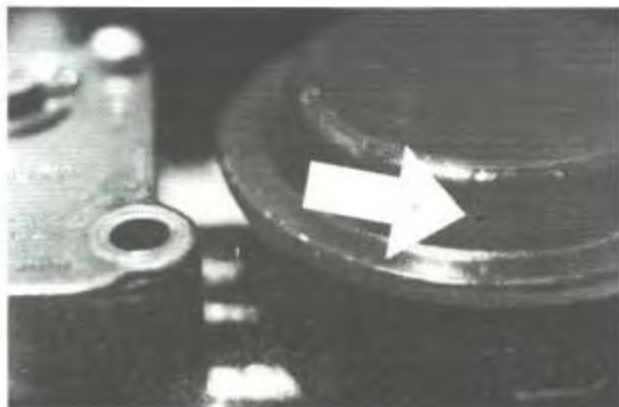
ED: Thanks Lauren for all the hard work you do getting hard to find parts reproduced.



# 1938 VACUUM STARTING SWITCH

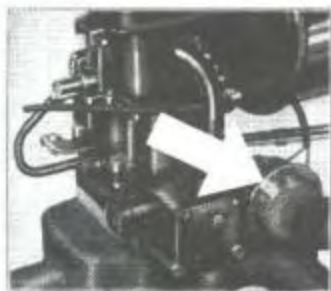
(From United Motors  
Service Bulletin Dated 3-29-38)

## Technical TIPS



A quick check of the switch can be made while the unit is on the car. With the engine running, place a finger over the little relief hole in the rim at the bottom of the switch diaphragm cover.

If a suction can be felt or a hissing sound heard, the diaphragm is leaking and the switch should be replaced.



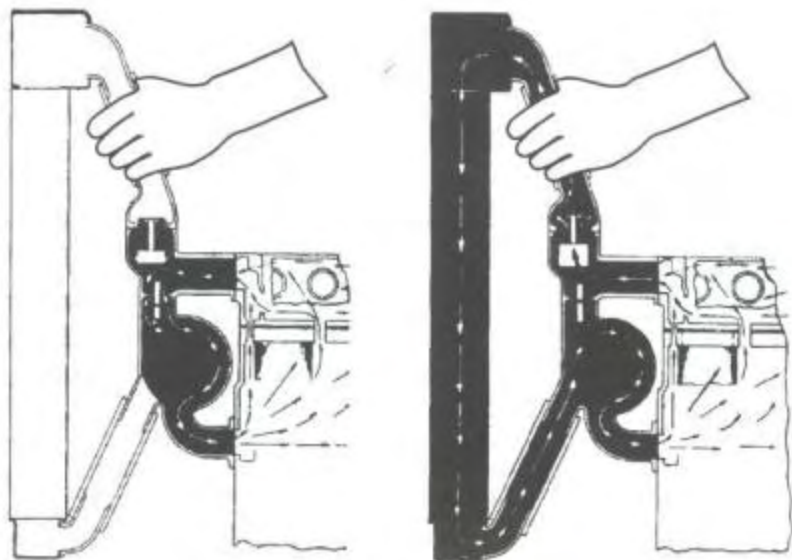
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## GIVE YOURSELF A HAND IN THIS SIMPLE WAY OF CHECKING YOUR THERMOSTAT

By Harry Logan (#651) Los Altos, CA

Use your sense of touch to determine if your thermostat is working. Feel the upper radiator hose. It carries coolant to the radiator. Do this when the motor is first turned on. It should be cool to the touch because the coolant is bypassing the radiator and re-circulating through the block.

Let the motor run until the motor warms up (temperature gauge reads 180 degrees F). Now feel the hose again. This time it should be warm. **Be careful, the fan is nearby.** If it's still cool, your thermostat is stuck closed.

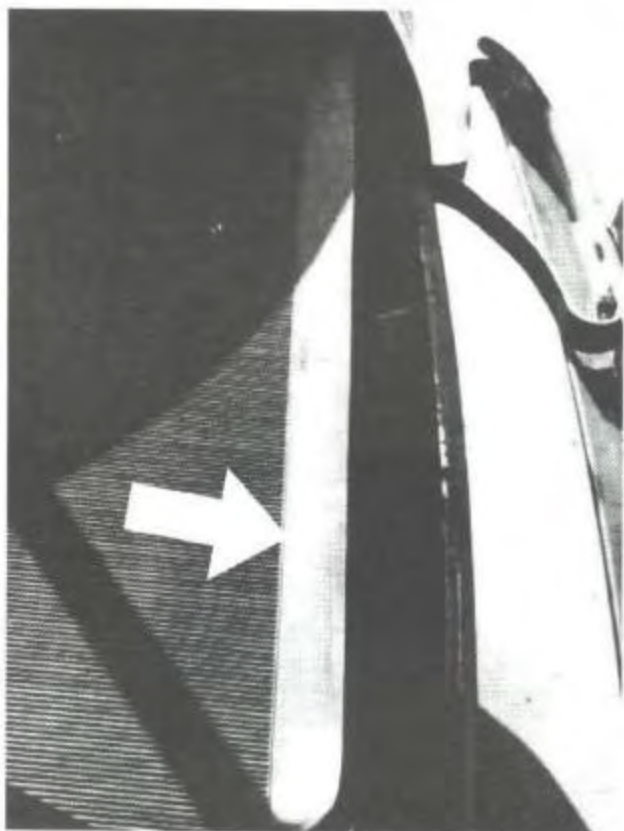




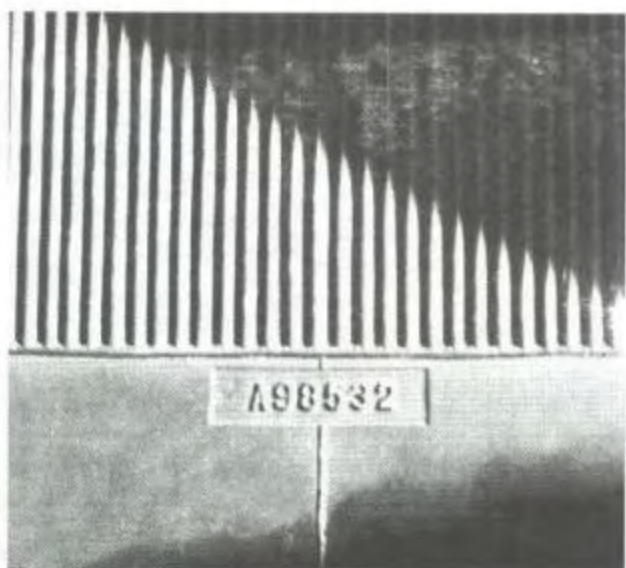
## Technical TIPS

# COUPE RUBBER TRUNK MAT

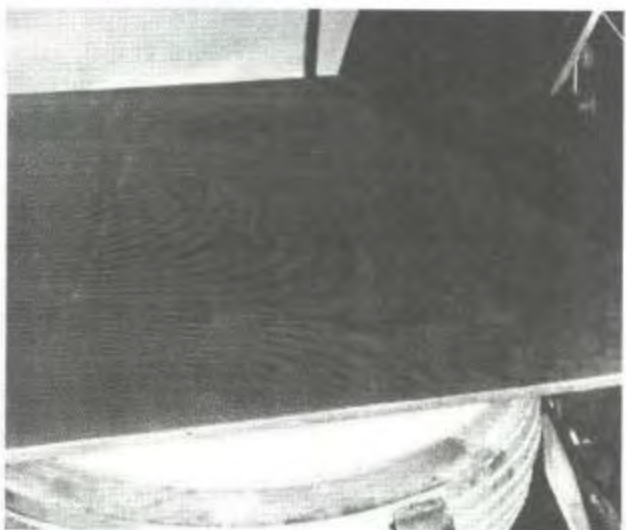
By Harry Logan (#651) Los Altos, CA



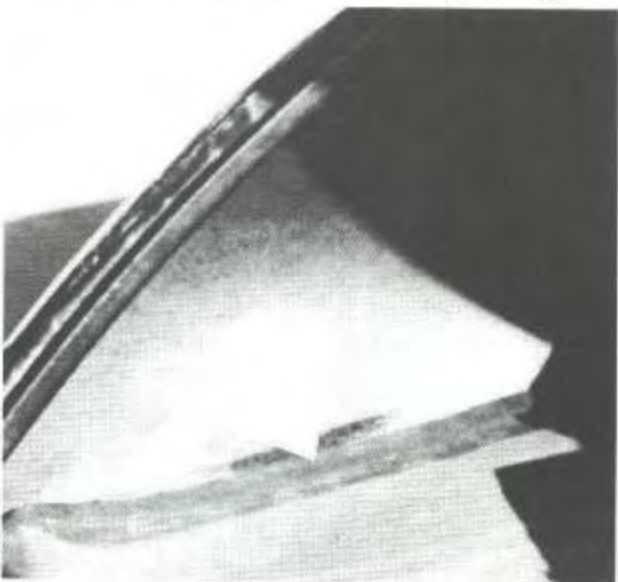
This is what an original 1937 and 1938 coupe trunk mat looked like. Notice the plain edge.



Close-up of mat and plain edge.

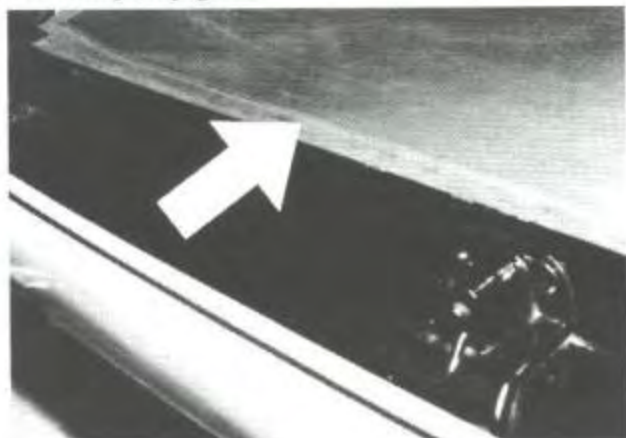


This new brown rubber mat is in my '38 Century Coupe. Very few coupes still have their original brown rubber mats. And I found that most stores in my area sell black but not brown rubber matting. It needs to be 4 feet wide (for a coupe). You can buy brown vinyl mats, but they look too shiny to me. I prefer a rubber mat. I finally found 4 foot wide brown rubber matting at a Cleaning and Janitorial Supply store. (The Clean Source in San Jose, CA). I ordered 10 feet of Type 1000 brown mat to do several cars.

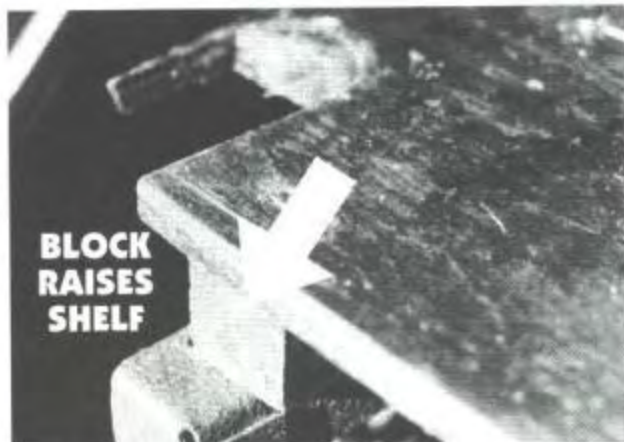


The sides also had a plain edge.





Wayne Yonce (#1034) in Southern California first masked, then sanded off the side ribs. This makes the mat look like the original. The next photo shows that many coupes like this one raised the trunk shelf about an inch so a modern spare tire



will fit underneath. If you do this, the trunk support arms will hit the top of the shelf, preventing the trunk lid from being closed. That's why the owner of this car cut a notch out of the shelf on each side to let the support arms clear.

## 37/38 RADIATOR HOSES

By Harry Logan (#651)- Los Altos, CA



This set of modern radiator hoses for a 1937 or 1938 Big Series car were purchased at a local NAPA store. Two of the hoses are straight and no problem to find if you have the inside diameter. The hard one is the curved lower radiator hose. For Big Series cars, you can use a Goodyear 60173, Gates 20386 or a NAPA 7214. The NAPA hose cost me \$11.38 plus tax. This is the price with a senior citizen discount (which you have to ask for).

Hose	Length	ID
Water pump to by-pass valve	2"	1-13/16"
Upper radiator hose (Big Series)	5 1/4"	1-9/16"
Upper radiator hose (Special)	7"	1-9/16"
Lower radiator hose (Big Series)	90° Curve	1-9/16"
Lower radiator hose (Special)	Smaller Curve	1-9/16"



The Special's lower radiator hose (left) has less curvature compared to the Big Series 90°. A Dayco 70020 will work for the Special. It can be purchased from Bob's Automobilia.

You can be off a little on the above dimensions. For example, a 1-1/2" or 1-5/8" inside diameter hose will work in place of a 1-9/16" one. It might require stretching or compressing it enough to fit. Using soapy water on the inside of the hose will help you slip it on if it is tight. Be sure to clamp it tightly.



# Technical TIPS

By Clint Preslan (#461)-Lakewood, OH

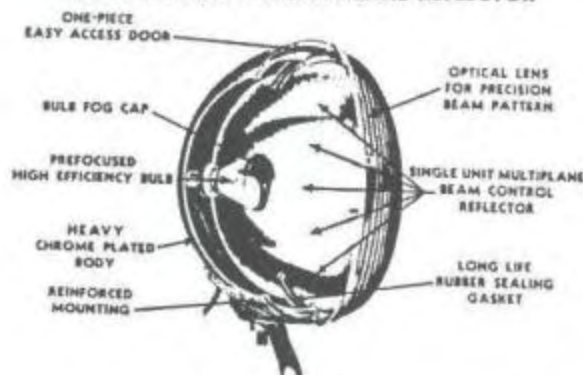
# SEARCHING FOR SUPER-RAYS

## THE *Guide* SUPER-RAY COMBINATION DRIVING and FOG LAMP FOR GREATER DRIVING SAFETY AT NIGHT

When driving behind this lamp at night, there is no need to "hunch" forward in your seat—no squinting and peering down the road to see. A light that reduces eye-strain to the minimum. Just like daytime driving, the road, curves, signs and ordinary obstacles become clearly visible at 1000 feet or more.

The light beam projected by this lamp fans back from the long range "spot" in such a manner that the immediate foreground as well as distant points are plainly illuminated from ditch to ditch, with no glare to the oncoming car.

### REVOLUTIONARY MULTI-PLANE REFLECTOR



### HOW THE SUPER-RAY OPERATES

The outstanding feature of the new Guide Super-Ray is the patented *Multi-Plane* reflector.

Individual sections of five different parabolas are incorporated into a one-piece silvered mirror reflector. This reflector intercepts the light from a precision focused bulb filament and in turn each reflector plane or section then reflects a beam to a predetermined part of the road.

Thus the center section, or area of greatest efficiency, directs an intense beam one thousand feet or more down the road. The remaining sections graduate their beams back to directly in front of the car. The result is the concentration of the entire light output directly on the road. No stray light rises above the height of the lamp itself to cause annoying glare for approaching drivers.

### SHIPPING INFORMATION

Packed in single cartons—eight cartons to the shipping container.

Weight 44 lbs.

\*With 30 C.P. Bulb. If 32 C.P. Bulb is desired, order No. 92956.

Part No. 929530 covers single lamp in carton complete with mounting bracket, cable and fused switch.



LIST PRICE

**\$10<sup>45</sup>**

No. 929530\*

FORM  
NO. A-119  
SIZE  
13" WIDE  
14 1/2" HIGH  
12 1/4" DEEP



### DISPLAY STAND

A newly designed stand that effectively displays the new Guide Super-Ray Combination Driving and Fog Lamp. The stand is finished in the new two-tone finish and the sign is in two colors, yellow and blue. Screw holes are so placed that the stand can be securely fastened to a counter if desired. One display stand furnished gratis with four new Guide Super-Ray Combination Driving and Fog Lamps.



"Guide" manufactured auto lamps are factory original GM accessories and are most attractive to us prewar Buick fans. But *what*, you might ask, is a Guide "Super-Ray?" An excellent answer can be found in Lou Wildt's (#245) groundbreaking article, "Guide Super-Ray Lamps" (*Torque Tube* Vol. VII, No. 5, March, 1989). As Lou explains, Super-Rays are massive lamps with lenses 7 7/8 inches in diameter. They are larger and originally were more expensive than the regular lines of Guide fog and driving lamps. Like all prewar Guide lamps, Super-Rays are rare, but they are not impossible to find.

The precise date Super-Rays became available remains a mystery. Lou cites a GM salesman's bulletin dated May 1, 1939. Without an earlier entry date for Super-Rays, purists will object to their presence on 1937 and 1938 Buicks. This is unfortunate because Super-Rays are handsome lamps. Lou says "...this style lamp is more in harmony with '37-'38 than the flat lens Trippe light."

As you may know, Senior Trippe lamps are prewar classics and have hefty prices to match. Super-Rays are about the same size as the big Trippes, are true "GM Classics," and sometimes can be found for a fraction of Trippe lamp prices.

To date, I have discovered five versions, and suspect additional varieties are lurking in swap meet shadows. Solid information on Super-Rays is harder to find than the lamps; the Sloan Museum in Flint has no Super-Ray data. To help identify Super-Rays, I have given the lamps I've encountered names and numbers:

**Type I:**

"The Flash Gordon." (photo #1)



Note the distinct rocket-like fin on the top of the lamp. As Lou explains, this fin must be removed to access the bulb. The fin is attached to the lamp rim. The vertical bar and blue-and-yellow Guide badge

are mounted **behind the lens**. The badge says: "**Guide Super Ray.**"

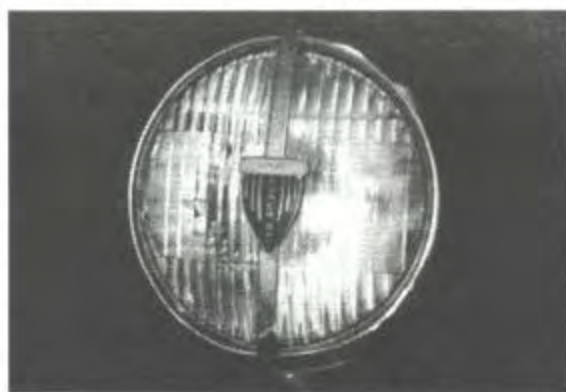
**Type II:**

"The Standard." (photo #2)

Here the vertical bar and blue-and-yellow Guide badge are mounted **outside the lens**. The badge says "**Guide Super Ray.**" The lamp has a smooth top with

a narrow decorative band; no rocket fin is present. This is probably the most often-encountered Super-Ray.

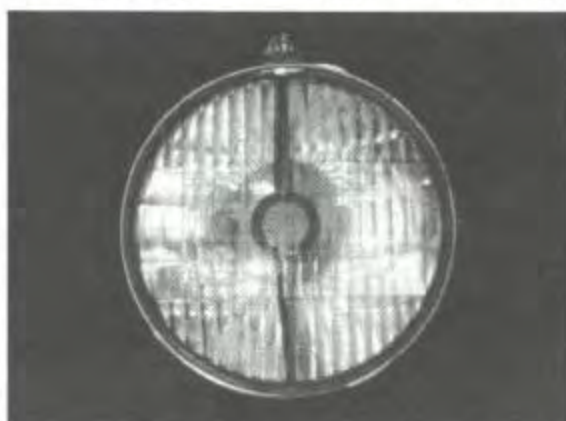
**Type III:** "The Streamlined Standard." (photo #3)



On this lamp, the vertical bar and badge are mounted **inside** the lens. The blue-and-yellow Guide badge is smaller now and is circular in shape. The badge says "**Super-Ray Guide Lamp.**" The lamp has a streamlined Art-Deco crest on top that holds the rim screw. This crest is not a

"rocket fin" as on the Type I, nor is the rear section removable.

**Type IV:** "The Yellow-Clear-Yellow." (photo #4)



The vertical bar and badge are gone now, replaced by a horizontal bar and rectangular badge mounted **outside** the lens. The badge is red-and-black and says "**Super-Ray GM Lamp.**" The top and bottom quarters of the lens are fog-lamp yellow. The center area of the lens is clear. Note that the lamp rim is "squared off" at the top of

the lens. Types IV and V share this feature.

**Type V:** "The Clear." (photo #6)

"The Clear" is exactly the same as the Type IV, except it has an all-clear lens. These lamps were used

on other GM makes besides Buick. This one is on a 1938 Cadillac.

All right, how do you find these lamps? BCA meets, especially Regionals and Nationals and monster meets like Carlisle and Hershey are your best sources. Nice pairs of Type II's (with brackets) often turn up at Hershey for about \$200. Don't ignore local swap meets, either. Over ten years ago, a fellow enthusiast and I were attending a large Ohio meet. I found a decent pair of "Yellow-Clear-Yellows" (without brackets) for \$125. I bargained the price down to \$100. I had the lamps in my hands. I asked my friend to hold one while I dug out my wallet.

"Uh, you sure you want this stuff?" the vendor asked. "Chrome's worn on the rim and shell. You're gonna have to re-chrome 'em. Reflectors are kinda dull, too. I don't think they're worth it....hold out for a better set."

So I did, and I did not see another "Yellow-Clear-Yellow" for 12 years. Prewar Buicks and their parts are unconventional in nature and fit no logical pattern. Sometime accepting conventional wisdom in a rare parts search will really ruin your fun.

Super-Rays can show up one at a time at swap meets. If you discover a decent single Super-Ray at a reasonable price, you might want to pick it up, particularly if it is a Type II. As mentioned earlier, Type II's seem to be the most often seen Super-Rays. Single Type II's offered by unenlightened vendors tend to run in the \$30 to \$60 range.

If you are a dedicated scrounger, you will have chances of finding another orphan. I assembled a pair of Type II's this way, but it takes time. In a single lamp negotiation, there is double-edged leverage: "Well, hey....there's only one of 'em. I'll have to look hard for another."

No bull; you will. Pay attention to auto lamp

"junkpiles" at swap meets. I found a \$10 Type II Super-Ray in one of them. The vertical bar and badge were missing and the shell was dented and dirt-

crusted, but the lens, reflector and bulb shield were in good shape. It was a dandy parts lamp.

How can you identify a Guide Super-Ray if the bar and badge are missing? Types I through V have the words "Guide 7 7/8 Driving Lamp" cast into the bottom of the lens. In addition, "Guide Made in USA" is stamped into the

rear center of the lamp shell, or appears near the lamp base.

Super-Rays came with a 32 or 50 candlepower bulb. These prefocused 3-pin flange-mounted bulbs can be obtained from the Restoration Supply Company, 2060 Palisade Drive, Reno, Nevada 89509. Their \$2.50 catalog is full of obsolete auto hardware.

Super-Rays turn up in unexpected places. The Swigart Antique Auto Museum in Huntingdon, PA prominently displays a Duesenberg convertible sedan.

The Duesenberg is graced with a pair of Type II Super-Rays (the blue and yellow Guide badges have been chromed over). The first pair of Type III's I ever saw were mounted on a 1937 Packard. Again, the blue and yellow Guide badges were chrome covered.

Cat's Eye, Firestone and another company called B-L-C sold prewar driving lamps

quite similar to Super-Rays. In fact, the large lamps from these companies might be slightly changed Super-Rays built under license. The few examples I've seen have been very close to Super-Rays.

Remember, all prewar Guide lamps are rare. Because they are scarce, unenlightened vendors may underprice them. When searching for Super-Rays, there is no substitute for knowledge. Persistence, patience, and pocket money are helpful too. Finding prewar Buick parts is fast becoming a memory, but Guide Super-Rays still travel the grounds. Good hunting!





Peter Vanciw (#1338)  
5588 Cortez Rd.  
North Vancouver, B.C.  
Canada V7R 4PY  
37-41

Edward Jabs (#1339)  
265 Parklawn Ct.  
Waukesha, WI 53186

Andrew Leiser (#1340)  
939 Pecan Place  
Davis, CA. 95616  
38-81

## WELCOME NEW Members

Charles Morrison (#1341)  
437 Penn Ave. So.  
Minneapolis, MN 55405

James Knox (#1342)  
38720 Juniper Tree Rd.  
Palmdale, CA 93551  
37-61

Bernard Thurman (#1343)  
640 Pacheco St.  
San Francisco, CA 94116  
38-41

Alan Bernardt (#1344)  
13405 W. 21st Place  
Golden, CO 80401  
37-46

Lloyd Gray, Jr. (#1345)  
314 W. Madison  
Washington, IA 52353  
37-46

## *Parts* FOR SALE



• **1937 40 & 60 Series Slant Back Sedan TRUNK LID**

Also fits 38-40-60 & 80C. In "good" shape except for one piece cut out which can be seen on the inside lid photo. This part (Trunk Lid) is in my storage in New York, so it would be easy to ship anywhere in the USA.....\$175.00

• **1939**

2 pairs of fender lights, redone as Parking and Directional lights.....\$275.00 pair  
Postage is \$10.00

• **1937-1938 ALL SERIES**

I have been parting out these years plus 1936, 1939, 1940 & 1941 for the past 25 years. If any parts required, please send an itemized list along with a good description and I will quote you a price and condition. Please include 50 cents in coin for a prompt response. Free delivery to BCA National Meet in July and to the Fall Carlisle/Hershey Meet for any large items.

**Robert James (#371)**  
PO Box 531  
Whitby, Ontario  
Canada L1N 5V3

(continued from page 25)

• **1937 CENTURY**

Radiator in perfect condition..... \$200.00  
Albert Nettuno #2  
528 Mr. View Dr.  
Las Vegas, NM 87701 • (505) 454-1453

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• **1937-1938 PARTS**

Radiator, hood and bumper for 1937, Interior & exterior trim, Taillights & parking lights,  
Mirrors, gauges, cloisonné and a lot more.  
SASE for 6 page 1937-1938 List  
Al Bell (#1061)  
124 E. Colby St., Whitehall, MI 49461  
(616) 894-2629  
FAX (616) 893-2533

---

• **1938 PARTS**

Accessory Guide Fog Lights. Excellent original condition..... \$450  
Accessory horseshoe grille guard, excellent condition..... \$165  
Big Series Transmissions, have 2..... inquire  
NOS 4 terminal voltage regulator for 37/38 Buicks.. \$100  
Century right side hood. Good condition..... \$100  
Right side SPECIAL running board. Good core..... \$50  
Also have lots of 1938 Literature for sale. Inquire.  
Mike Edborg (#167)  
1731 E. Salem, Fresno, CA 93720  
(209) 298-4325

---

• **1937 SPECIAL 40 SERIES**

Piston Rings (American Hammered) Std..... \$45  
Piston Rings (Perfect Circle)  
Standard set missing one ring..... \$30  
Set .020..... \$45  
Old stock rebuilt AA-1 Carburetor..... \$100  
40 Series frame, good condition. You pick up..... \$75  
1938 40 Series Air cleaner (no element)..... \$25  
1938 40-60 Series set running board brackets..... \$40  
1937-1938 40-60 Series lower outer suspension pins, pair..... \$30  
1937-1938 40-60 Series NOS 3.9 Ring and Pinion..... \$500  
All plus shipping  
Karl Bosk (#1154)  
2211 So. 25 Ave.  
Escanaba, MI 49829  
Phone: (906) 786-2827

---

• **RADIOS FOR SALE**

1937 Radio, rebuilt and in working condition..... \$350.00  
1938 Radio, rebuilt and in working condition..... \$350.00  
Joe Hudacek  
6606 Banks Avenue  
Superior, WI 54880  
(715) 392-6169



(continued from page 26)

• **PARTING 1937 & 1938**

*The following is just a portion of the parts available. Call with your needs.*

• **1937 PARTS**

Master and DeLuxe heaters.....	\$75 each
Rear Fenders, 40-60 Series, excellent.....	\$150 each
Special grille shell, mint condition.....	\$125
Special front fenders, non-welld, excellent.....	\$150 each
Roadmaster rims.....	\$25 each
Roadmaster axles.....	\$100 pair
Roadmaster front suspension, call with needs	
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75
Century brake & clutch pedal assembly.....	\$35
Buick 8 clock hole filler.....	\$20
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$200
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Parts radio.....	\$25

• **1938 PARTS**

DeLuxe Heaters.....	\$75 each
Trunk emblem.....	\$35
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair

(continued from page 27)

Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Gas tank door.....	\$10
Grille, no cracks, minor pitting.....	\$200
Fender lights.....	\$100 pair
Century Rear end, complete.....	\$500
Century Splash pans.....	\$50 pair
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25

• **1937-1938 PARTS**

Small series rebuilt oil pump.....	\$40
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

---

• **1937 PARTS-ALL SERIES**

Steering wheel cores.....	\$30-\$40
New voltage regulators, 4 and 5 terminal.....	\$45
1937 Century & Special Disc brake adapter for GM calipers. Includes king pins, spindles for use on stock suspension.....	\$75
Bumper cores, need rechroming.....	\$30 each



• **1937 SPECIAL PARTS**

Transmission, short tailshaft, open driveline floorshift transmission.	
Same bolt pattern as Buick Special.....	\$125
Valve cover, clean, painted.....	\$8
Bellhousing.....	\$25
New fuel pump, single action, 1937-39.....	\$25
Head bolt set, used.....	\$3
Thermostat housing, two pieces.....	\$10
Exhaust center manifold portion with heat riser.....	\$30
8 used domed aluminum pistons, standard bore, useable.	
8 rods #31317416B, babbbeted.....	\$40
One set of used valve lifters.....	\$5
Water pump pulley.....	\$3
Engine breather tube.....	\$3
Rocker arms, used.....	\$12
Three rims, no tires.....	\$15 each or 3 for \$40
Kingpin set. Thompson 36SN.....	\$30
New pressure plate, 10 inch diameter, Coarse spline disc, new throwout bearing.....	\$75 for all 3
1937 Century rear end. Complete including brakes, drums, torque tube. Has 3.9 gears for use in a Special.....	\$375

• **1937 ROADMASTER PARTS**

Front seat wood frame, with adjuster mechanism.	
Very good wood. No cushion springs.....	\$125
1938 Steering wheel core with good horn button.....	\$50

• **1936 PARTS** (possibly useable in 1937?)

2 disassembled large series transmissions.....	\$75 each
Good smooth shifting transmission.....	\$150
New Y & Z wiring harness.....	\$255
Large series intake manifold.....	\$25

All prices plus shipping

David Powers (#894)

27732 Paseo Barona, San Juan Capistrano, CA 92675 • (949) 493-1199

## Parts WANTED

• **WANTED: TWO 37/38 SPECIAL**

Sidemount Face Plates.

Lauren Matley (#46)

13912 SE 241st St.

Kent, WA 98042

(206) 630-2008

• **WANTED: FOR A 1937 CENTURY**

Sedan Model 61.

All four doors in good condition. Also

need re-buildable original carburetor

(Stromberg AA-2) for the same car.

Joseph Bowles (#612)

6908 Bellaire Dr., New Orleans, LA 70124

## Info WANTED

**INFORMATION WANTED:**

Any information on front-rear suspension/engine swap on a late model Corvette into Roadmaster chassis. Anyone have any experience or problems to avoid, or suggestions or better choice? Thanks,

David Powers (#894)

27732 Paseo Barona

San Juan Capistrano, CA 92675

(949) 493-1199

# Cars FOR SALE

## FOR SALE: 1937 CENRUTY

1937-61 4-Door Trunk Back Sedan

- Very original, Runs excelent, new bat tery, rebuilt carburetor, whitr wal tires.

**\$8,000.00**

Steve Mathanson (#656)

69 Terrace Rd.

Walnut Creek, CA 95496

(510) 947-6711

## FOR SALE: 1938 SPECIAL

38-41 4-Door Trunk Back Sedan

- Side mounts, dark metallic blue, turn signals, non-Buick radio, chrome window moldings. Looks & sounds like a good, clean, solid straight driver. Needs a bit here and there but basically all there.

**\$10,000.00** or best offer

Greg Brazil (510) 527-6600 - Albany, CA



## FOR SALE: 1937 SPECIAL

- 4 Door Sedan

Dual Side Mounts, radio, heater. Black paint with grey interior. Restored.

Drive home.

**\$10,000.00**

Pat Dakin (#18)

Dayton, Ohio

1-800-227-5705

## FOR SALE: TRAILER

- Tear Drop Trailer

Glass fender lower, tent Mopar lights, Chrome spokes and fat whites.

**\$3,500.00**

Butch Leonard (#1257)

62777 Erickson Road

Bend, OR 97701

(541) 382-5202

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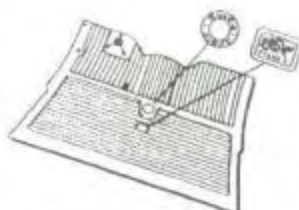
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*Please make your checks payable to:*

**The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA**



**FRONT FLOORMAT**  
1937-38 All Models  
Black or Brown  
FF-378.....\$195.



**BOB'S**  
**AUTOMOBILIA**  
(805) 434-2963

## 1937-38 BUICK



**DOOR WEATHERSEAL-SPONGE**  
Glue-in.....DW-378.....\$1.80 ft.  
Clip-in.....DW-80.....\$3.25 ft.  
Clips.....WC-80.....\$ .75 ea.



**DOOR BOTTOM SEAL**  
Clip Type.....DW-369.....\$2.25 ft

**TRUNK SEAL-SEDANS, 1/2" Wide;**  
Ser. 80-90.....TW-371.....\$35.50  
Sedans, 3/4" Wide;  
Ser. 40-60.....TW-371S.....\$37.50



**TRUNK SEAL For COUPES, 5/8" x 1"**  
Sponge.....TL-369.....\$2.00 ft.  
1/2"x1"x16" TL-1129.....\$47.50



**CLUTCH and BRAKE PEDALS Series 40-60**  
Black.....CB-343BK.....\$5.95 ea.  
Brown.....CB-343BN.....\$5.95 ea.



**PEDAL FLOOR SEALS; All Models**  
.....FS-375.....\$12.50 pr.



**1937 ONLY! ACCELERATOR PEDALS Series**  
40-60 Back.....AP-37BK.....\$32.00  
Brown.....AP-37BN.....\$35.50

**SHIFT BOOT, 1937-38 Series 40 Only!**  
Black.....\$ 9.25  
Brown.....\$18.50  
Series 80-90 Black ONLY.....\$ 8.50



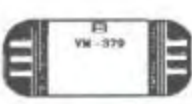
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2-Door \$62/pr. 4Door \$93/set.  
**GLOVE BOXES; \$27. ea.**

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**LICENSE PLATE FRAMES, Chromed Brass**  
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**FRONT END PARTS For 40-60 Series;**  
Upper Outer Kit.....\$39.50  
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### EXHAUST MANIFOLDS

1937-38 Series 60-80-90  
ENDS \$180. CENTER \$182. VALVE BODY \$195.

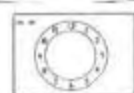
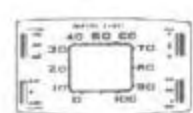
**RUNNING BOARD INSULATORS, 1937-38**  
All Models. ALL NEW MATERIAL!  
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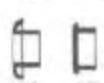
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